

# Maryland Bicycle & Pedestrian Master Plan Update

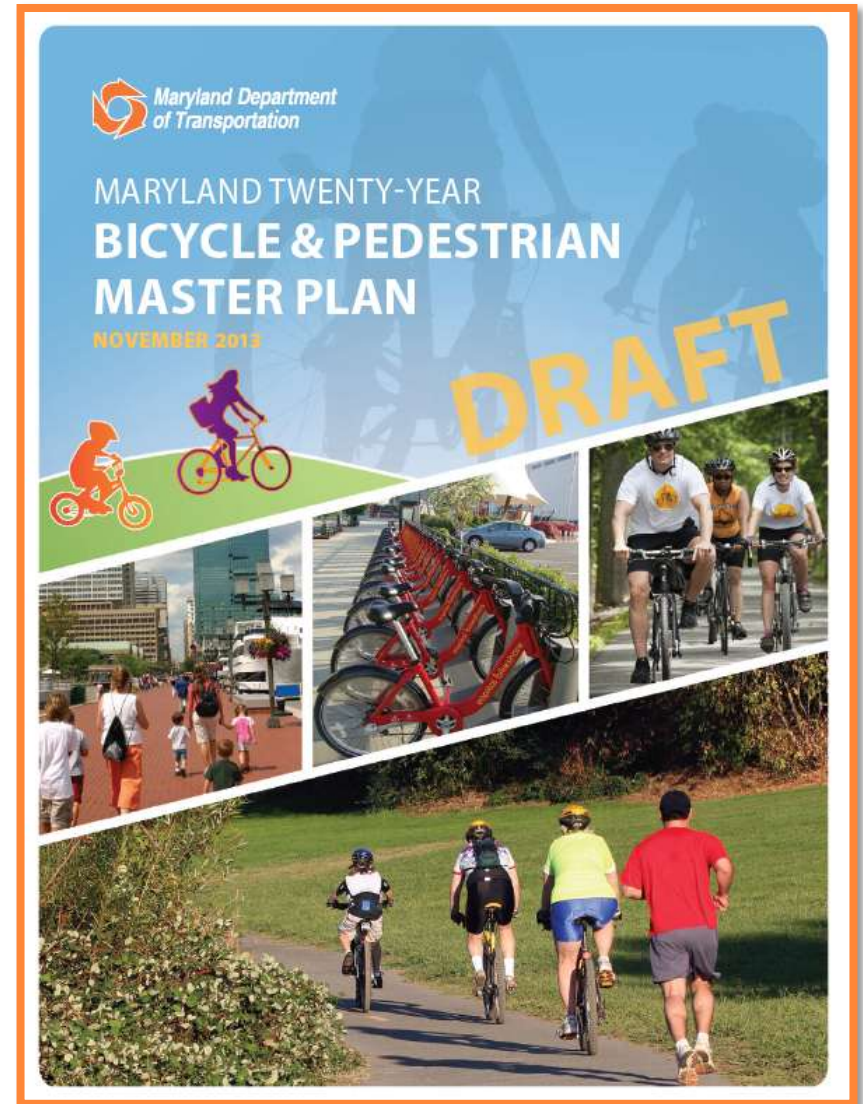
**Public Meeting**  
**November 13, 2013**

# Overview

- What the Plan Can Accomplish
- What We've Heard
- Master Plan Goals, Objectives & Strategies
- Key Initiatives
- Case Study Highlight
- Feedback/Discussion

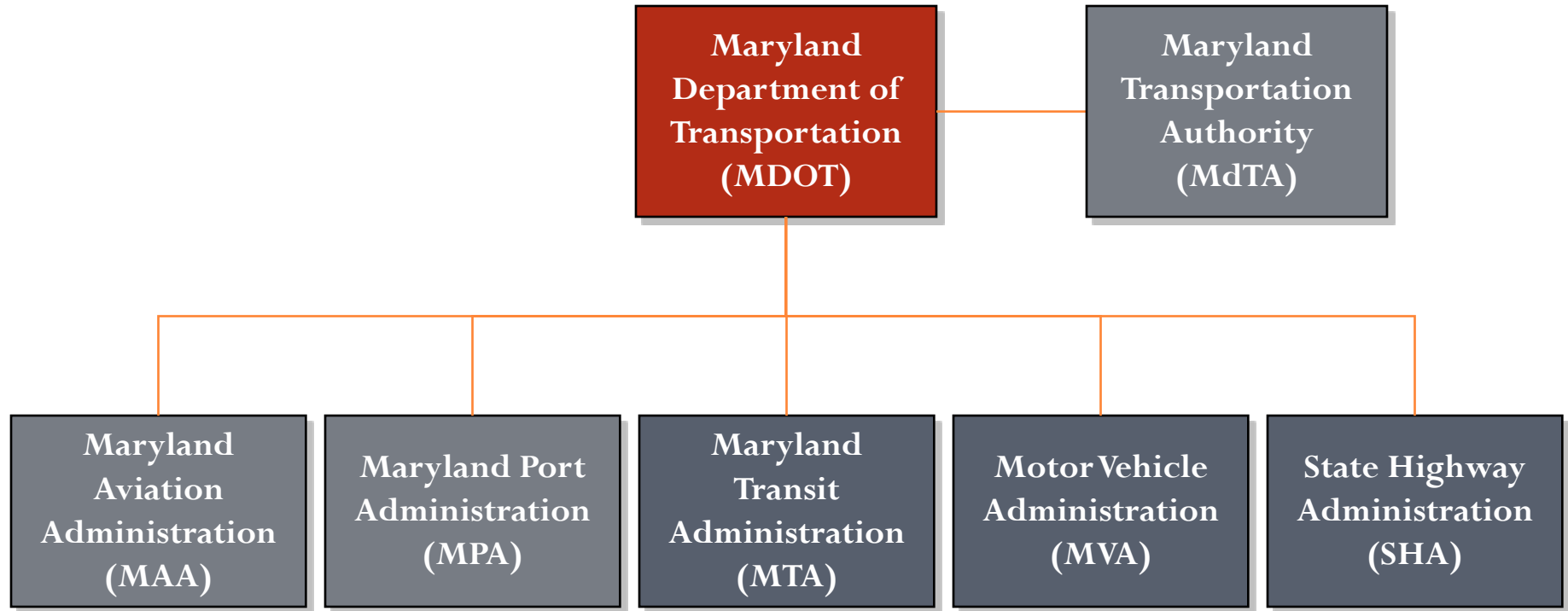
# Role of the Plan

- Establishes a twenty-year vision for encouraging walking and biking
- Supports the vision and goals of the MTP
- Guides MDOT on where to direct resources for bicycle and pedestrian projects
- Highlights best practices in bicycle and pedestrian planning across the State
- Updates 2002 Bicycle and Pedestrian Master Plan





# *Maryland Department of Transportation*



# MDOT's Mission and Goals

- MDOT's mission is to: Provide a well-maintained, **sustainable and multimodal transportation system** that facilitates the **safe, convenient, affordable and efficient** movement of people, goods, and services within and between population and business centers.
- Maryland Transportation Plan Goals
  - Safety & Security
  - System Preservation
  - Quality of Service
  - Environmental Stewardship
  - Community Vitality
  - Economic Prosperity

# Supporting Biking and Walking

- Supporting biking and walking is critical:
  - Transportation accounts for about 15% of household expenditures and over 30% of Maryland's greenhouse gas emissions.
  - 9.3% of Maryland households do not own a vehicle.
  - Estimated that over 1 / 3 of trips in Maryland are shorter than 3 miles.
  - Less than half of Maryland adults reported engaging in recommended levels of physical activity in 2004.
  - Many studies finding economic value in walkable places.

# Managing State Facilities

- State Road Functional Considerations
  - Key regional and interstate vehicle travel
  - Freight corridors
  - Local Main Streets
  - Public space
- Transit Access
- Multimodal Networks
- Agency Coordination
  - Statewide
  - Regional
  - Local



# What We've Heard

- Increase comfort and convenience for more types of users
- Support and improve coordination with local governments
- Focus improvements on high demand areas
- Recognize different needs of urban, suburban and rural areas
- Educate drivers, bicyclists and pedestrians on safety issues



# Vision

Maryland will be a place where bicycling and walking are **safe, practical and inviting** ways for people of all ages and abilities to complete their everyday travel. **Sound policy** will enable communities to craft the best solutions to their unique mobility and access challenges, and to reap the social, economic, health and environmental **benefits of expanded transportation choices**. Smart prioritization and creative collaboration will ensure **wise and effective** use of all State resources.

# Draft Goals ,Objectives, & Strategies

## GOALS

**Goal 1 – Build Connected Networks**

**Goal 2 – Improve Safety**

**Goal 3 – Plan and Design for Everyone**

**Goal 4 – Strengthen Communities**

**Goal 5 – Promote Walking and Biking in Maryland**

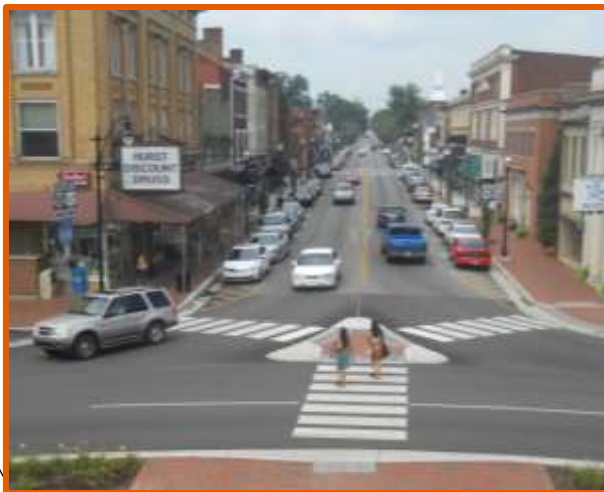
# Goal 1 – Build Connected Networks

Objective 1A	Objective 1B	Objective 1C	Objective 1D
Develop connected and accessible networks of bicycle and pedestrian accommodations along state roadways.	Improve integration of bicycle and pedestrian transportation with transit.	Increase focus on areas with high potential for walking and biking trips.	Improve linkages between shared-use paths and on-road facilities and address key gaps in transportation trail systems.



# Goal 2- Improve Safety

Objective 2A	Objective 2B	Objective 2C	Objective 2D
Improve education and training of professionals involved in bicycle and pedestrian safety.	Improve education and training of the public regarding safe driving, walking, and biking.	Use best practices to analyze bicycle and pedestrian crashes and identify countermeasures.	Ensure consistent operations and maintenance to provide safe access for pedestrians and cyclists.



# Goal 3 - Plan and Design for Everyone

Objective 3A	Objective 3B	Objective 3C	Objective 3D
Strengthen evaluation of bicycle and pedestrian conditions to support multimodal decisions.	Increase professional capacity to effectively plan, design, implement and maintain infrastructure for bicycling and walking.	Increase use of innovative design solutions to enhance safety and comfort of bicycle and pedestrian users.	Leverage funding opportunities to improve bicycle and pedestrian networks.





# Goal 4 - Strengthen Communities

Objective 4A	Objective 4B	Objective 4C	Objective 4D
Provide assistance and incentives to local governments to improve biking and walking.	Improve coordination between state agencies, and with local governments to support bikeable and walkable communities.	Support efforts to increase biking and walking to schools, colleges and universities.	Expand outreach and engagement in bicycle and pedestrian initiatives.



# Goal 5 - Promote Walking and Biking in Maryland

## Objective 5A

Promote bicycling and walking as normal transportation modes that have a broad diversity of participants.

## Objective 5B

Improve access to bicycling and walking information.

## Objective 5C

Support growth in bicycle tourism throughout Maryland.



# Approach to Implementation

- MDOT Commitment to Vision and Goals
- Complete Streets Approach
- Key Initiatives
- Coordination and Partnership
- Funding
- Tracking Performance



# Key Initiatives

1. Tailor an Approach for Local Context
2. Pilot a Bicycle and Pedestrian Priority Areas Program (BPPA)
3. Complete Streets Training
4. Improve Bicycle and Pedestrian Needs Assessment



# Tailored Approach for Local Context



## Town Centers

Many destinations

Physically constrained

Competing needs

Shorter trips

## Rural Areas

Fewer intersections

Recreational walking/biking

Higher speeds

Longer trips

# Tailored Approach for Local Context



Different design elements are appropriate for different settings.

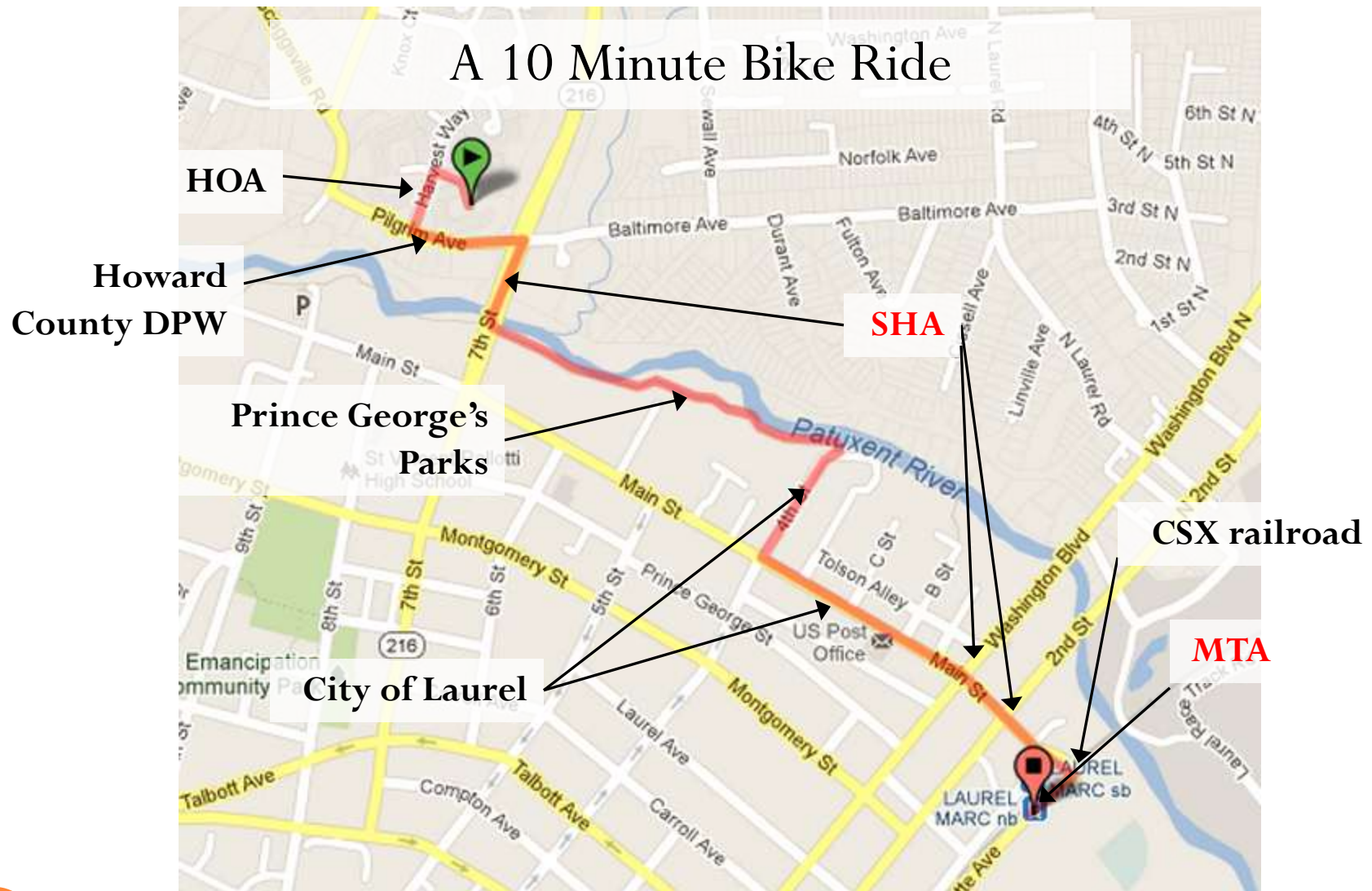
# Pilot a Bicycle Pedestrian Priority Area Program

The BPPA Program is envisioned as a **short-term cooperative program** that will entail **development of a plan and implementation of** priority bicycle and pedestrian improvements, after which the **BPPA designation will sunset**. The BPPA Designation will focus on:

- Cooperation and collaboration between the State and local jurisdictions to address bicycle and pedestrian challenges
- Recognizing the importance of network connectivity for pedestrians and bicyclists
- Acknowledging the State's limited but crucial role in enhancing conditions off the State-controlled roadway system.



## BPPAs: Partnering and Coordination are Key



# BPPAs

Factors that will be used to determine suitable BPPA pilot communities may include:

- Potential for high pedestrian and bicycle demand
- Demonstrated community commitment to bicycle and pedestrian improvements
  - Zoning, planning and other provisions can fit this description
- Consistency with other State priority programs like TOD designation, Designated Maryland Main Street status, and other programs

# Complete Streets Training

## Topics to cover

- Types of pedestrians and bicyclists
- Rights of bicyclists and pedestrians
- Design, speeds, reaction times, vulnerability, etc.
- Crash types and causes of crashes
- Design resources
- Intersection design
- Pedestrian facility design
- On- and off-road bicycle facility design
- Innovative bicycle facilities
- Bike parking design

**Complete Streets is the State of Maryland's approach to "achieving an interconnected, multi-modal transportation network throughout Maryland that supports access and travel for all users."**



# Improve Bicycle and Pedestrian Needs Assessment

- Strive to accommodate “interested but concerned” cyclists and increase pedestrian comfort
- Account for bicyclists’ abilities
- Measure pedestrian comfort
- Differentiate Urban and Rural needs
- Differentiate Bicyclist and Pedestrian needs





# Effective Local/State Coordination

- Network of Bicycle and Pedestrian Improvements
  - State and Local Roads
- Identify missing gaps in network
- Identify funding/grant opportunities
- Utilize existing planning efforts

# Town of Easton/ SHA Coordination

- Sharing available data to map existing facilities
- Review existing planning documents
  - Talbot County Comprehensive Plan
  - Town of Easton Comprehensive Plan
  - Town of Easton Bicycle and Pedestrian Action Plan
- SHA and the Town identify needs for any future opportunities

# Town of Easton Accomplishments

- New sidewalks, crosswalks and pedestrian signals at Chapel Road/US 50 and Dutchman's Lane/US 50
- Easton Rail Spur Line Project - \$827,000 to fund 12,500' hiker/biker trail
- Sidewalk Retrofit Design project. \$24,327 to fund design of approximately 10,600 linear feet of ten new sidewalk retrofit projects.
- Dutchman Lane Sidewalk, Streetscape and Road (Safety) Improvement project. \$600,000 to fund design and construction of 0.55 miles of new sidewalk on Dutchman Lane to complete a missing pedestrian link.

# Group Discussion

- Please join one of the discussion groups
- In the group discussion -
  - Are the goals, objectives and strategies comprehensive?
  - Do the key initiatives make sense as a 1<sup>st</sup> step?
  - What strategies should be implemented first?
  - What can you do to help implement the plan?

